BRITISH PACKET
AND
ARGENTINE NEWS.

Sala de Comercio de Buenos Ayres

(No. 1218.) BUENOS AYRES, SATURDAY, DECEMBER 29, 1849. [*Established in* 1826.]

BUENOS AYRES.

On Tuesday next the 27th Legislature is to be solemnly installed. In the preparatory sitting yesterday a communication from the Executive was reported, announcing that the annual Message would be extremely lengthy, and proposing that it should be read in three sittings in order to avoid unnecessary inconvenience to the Representatives. The House unanimously adopted the suggestion, ordering at the same time that the three first days of the new year should be observed as a civic feast.

We have received New York papers to the 31st of October.

Intelligence had reached Washington to the effect that the French government had disavowed the conduct of its envoy, M. Pousein, and had appointed a new Minister in his room in the person of M. Bois le Comte, at present the representative of France in Turin; but it appears that this resolution was adopted previously to the receipt of the news of the rupture of diplomatic relations with M. Poussin.

The construction of the projected railway across the isthmus of Panama was to commence in the course of the present month of December, all the preparations for carrying out the scheme having been definitely made.

The Nicaragua question continued to be the subject of a good deal of political discussion, but the government of the Union still maintained the greatest reserve in regard to its intentions.

The accounts from Canada are unfavourable to the annexation movement. Montreal had been punished for the indulgence of its turbulent propensities by the removal of the seat of government to Toronto.

The lawless expedition against Cuba appears to be altogether relinquished, at least for the present.

(Copy.)

Buenos Ayres, 27th October, 1849.

Sir,—

We, the undersigned British subjects, resident in Buenos Ayres, have seen, with the greatest satisfaction, the communication made by Y. E. to the Argentine Government, on the 23rd instant; and beg to take this opportunity of thanking you, for having so clearly and decidedly expressed the individual feeling of us all.

We are naturally anxious to express our opinion, in a proper manner, on an occasion so momentous, and so fraught with results to all of us, as the retirement of His Excellency the Captain General Brigadier Don Juan Manuel de Rosas, from the direction of the public affairs of the Argentine Confederation.

The special personal protection, which we have invariably received from His Excellency, and, by his orders, from the authorities of the country, even at times when circumstances had taken place, which made such protection a most decided act of magnanimity and forbearance; the liberty we enjoy, in the possession of our property, and in the transaction of our business; and the uniform kindness, with which our proper requests have been always attended to; are reasons, which, apart from others of a high political order, but which we do not consider ourselves entitled to discuss, draw forth our warmest expressions of gratitude, and make us extremely anxious that His Excellency should remain at the head of the Government of this country.

We beg to assure you, that so strong is our feeling upon this point, that we should look upon the retirement of His Excellency from office, in the present circumstances of the country, not only as a great public calamity, but as one specially affecting the most important interests of the British resident community.

Should Your Excellency deem that this manifestation of our sentiments, would have the least influence on the determination of His Excellency Brigadier General Don Juan Manuel de Rosas, we hope that you will undertake to assure him of their sincerity.

We have the honour to be,
Sir,
Your Excellency's most obedient servants,

Patrick Maclean	Edmund Mackinlay
Daniel Gowland	Alexander Rodger
Alfred Barber	George Dowdall
R. B. Hughes	John Galt Smith & Co.
H. C. Smith	Nicholson, Green & Co.
Edward Lumb	George Lord
Hugh Thomas Sheridan	Henry A. Green
J. Wm. Mackenna	Samuel Lea
Hughes & Co.	Charles B. Krabbé
C. T. Getting	John Ludlam
William Robertson Walls	Claudius Stegmann
Turner & Co.	Thomas Nuttall
John Grey	James Hargreaves
John Eastman	William Barton
Thomas C. Whitfield	Gilbert Ramsay
Edward Seymour	Joseph Mearfs
Frederick Plowes	George Mackern
J. Atherton	Edmund Cranwell
James Barton, Jun.	Robert Leys
Samuel Hesse	George Dowse
J. C. Thompson	George Temperley
P. L. W. De Lisle	Richard Duffy
Henry Tomkinson	Ricardo Hargreaves
Jacob Chapman	Henry Jonas
Dickson & Co.	David Fleming
Duncan Macnab	James Steadman
Bernard Kiernan	Robert Moreton
Henry Dowse	Edward Fogg
Arthur Hargreaves	A. Rivolta
Charles McLean	John Malcolm
Richard Colton	Hugh McLean
Terence Moore	Jonathan Downes
Daniel Chapman	J. Woodgate
George W. Drabble	James W. Brittain
Wm. Smith Wilson	James McDounell
Matthew Williams	J. Hughes
George Bell	Newuham & Yetman
Patrick Browne	John Gibb

To His Excellency
Henry Southern,

Her Britannic Majesty's Minister Plenipotentiary, near the Government of the Argentine Confederation.

Extract. *Confidential.*

Buenos Ayres, December 16, 1849.

H. E. the Governor, apprised of the contents of Y. E's. estimable note, and of the address to which it relates, signed by the principal British merchants in this city, has directed the undersigned to state to Y. E., that he highly appreciates Y. E's. honourable courtesy, as well as that eloquent testimonial. H. E. exceedingly regrets that he is restricted by his own personal decorum as well as by his duties to offering merely the expression of his profound gratitude for the honest and noble intentions which have prompted those acts, which H. E. the Governor will always remember with high esteem.

God preserve Y. E. many years.

Felipe Arana.

Henry Southern, Esq.,
H. B. M's. Minister Plenipotentiary.

[From Colburn's New Monthly Magazine and Humorist.]

WILD SPORTS OF THE FALKLANDS.

Sketched during a survey of those Islands.

By Captain Mackinnon, R.N.

Author of "Steam Warfare in the Parana."

Introduction.

As the spring-tide of emigration appears to have set strongly towards the colonial possessions of Great Britain, it may not, perhaps, be superfluous, by way of introduction to the following sketches, to give a brief summary of prominent circumstances connected with the Falkland Islands since they were first occupied by an English governor (Lieutenant Mood,) whose appointment took place in 1842, to which year the birth of the colony may be assigned. Soon after the governor's arrival, the intended site of the principal town was changed from Port Louis, at the head of Berkeley Sound, to Port Stanley, as a more convenient spot at which passing ships might call when in need of repair or victualling. For some time, however, the infant colony languished for want of maternal care; the government expenditure on its behalf barely sufficing to keep life within it. Still, though the islands were not so fortunate as to excite interest in England, it was far otherwise on the adjacent coasts of South America. The English merchants residing in the latter country, actuated by the keen foresight and enterprise of their nation, wisely turned their attention towards the only spot of land, within thousands of miles, that hoisted the British standard; and one of these merchant princes immediately took steps to make an agreement with government to purchase a large extent of territory in the Falklands.

The following condensed extract from the report of the Colonial Land and Emigration Commissioners for 1846, will give the material parts of the agreement. It is a curious and interesting document:—

"1st. Indenture, made the 16th day of March, 1846, between her most gracious Majesty Queen Victoria, of the one part, and Samuel Fisher Lafone, of Monte Video in South America, merchant, of the other part. Her Majesty Queen Victoria sells to Lafone that part of East Falkland lying south of the isthmus in Choiseul Sound. Also the islands in Choiseul Sound, and all other islands adjacent to the coast purchased; also Beauchene Island; also one town allotment of half an acre, and one suburban allotment of twenty-five acres in the principal town.

"2nd. For six years and six months from this date, Lafone to have absolute dominion over all wild cattle, horses, sheep, goats, and swine on the East Falkland.

"3rd. For the above advantages, Lafone is to pay her said majesty Queen Victoria £60,000 by instalments in the manner following: £10.000 within ten days (since paid); £5000 on the 1st of January, 1851; £5000 on each succeeding 1st of January, until the whole shall be paid in full.

"4th. Technical reservations of lands for government purposes, such as arsenals, ports, bridges, &c.

"5th. That Lafone is to deliver to the governor yearly in good health the following stock: in 1847, 500 cows, 5 bulls, 4000 sheep, 40 rams, 20 horses. In 1848, 1000 cows, 10 bulls, 5000 sheep, 50 rams, 20 horses, 50 mares, 5 stallions, 30 sows, and 10 boars. In 1849, 1500 cows, 15 bulls, 5000 sheep, 50 rams, 50 mares. In 1850, 6000 sheep, 60 rams. The sheep to be all white ewes, good breed (not merinos,) common and hardy, similar to those in the colony. The stock to be delivered at such good and safe ports as the governor may direct."*

In 1848, when a new governor was appointed, sixty houses had been erected at Port Stanley, besides the establishment of Mr. Lafone in the southern peninsula, and a small farm of sheep and cattle, belonging to Mr. Whitington, at the old settlement of Port Louis. The entire population numbered from 300 to 400 souls.

Towards the end of 1848, Captain Sulivan, R. N., having reached the highest step in his profession, and being deeply impressed with the great advantages to be derived from the establishment of a sheep-and-cattle grazing-farm in the Falklands, determined, as the chance of employment afloat was small indeed, to form a company for the above purpose on a large scale. An additional motive existed in the state of his health, which suffered so much from the cold and damp climate of England, that his physician advised his departure to such a climate as the captain had described the Falklands to be.

In so great a country as ours, an enterprise of so prominent a nature as the one in question is seized on with avidity, particularly by those who happen to have a large family of sons. The needful arrangements were therefore speedily completed, and a vessel of 375 tons (the *Australia*) was chartered to take out stock and materials necessary to set the venture "well afloat."

As the author is very much interested in the success of this enterprise, he is anxious to correct an error into which he fell some years ago, in reference to the seal-fishing of these islands, when, writing about the Volunteer Rocks off Berkeley Sound, and the South Sea Rocks slightly to the southward of the former, he stated that they are superior, in number of fur seal and extent of surface, to the island of Lobos in the Rio de la Plata, for which is paid a yearly rent of 80,000 dollars. In making this statement, he was much mistaken, and regrets having fallen into an exaggeration.

Since the departure of Captain Sulivan's expedition, government has taken up the *Nautilus*, a vessel of 200 tons, to convey the necessary materials for repairing ships at the Falklands. This is, indeed, very much required, especially since the "golden dreams" from California have set all the rest of the world dreaming of mines of gold, which, says quaint old Burton "is of all other a most delicious object. A sweet light, a goodly lustre hath gold, and we had rather see it than the sun. Intolerable pains we take for it Long journeys, heavy burdens, all are made light and easy by it. The sight of gold refresheth our spirits and ravisheth our hearts. *It will make a man run to the Antipodes.*" Even before the existence of the Californian mania, the average number of vessels passing the Falklands both ways was five per diem. Most of these ships sighted the islands to verify their chronometers; and it is not too much to say, that if captains of vessels were generally acquainted with the facilities offered by the Falklands, such as the abundance and marvellous cheapness of provisions, the admirable havens (more like basins than harbours,) the great facility of entrance and departure, and, though last not least, the ports being perfectly free, full ninety per cent. of the above-named vessels would call there, to carry out a proper system of economy on the long-voyage trade †

Apropos of economy: a caution is here given to unwary persons who may desire to send out, by the hands of adventurers, seeds or other trifles to benefit the colonies. The author does not intend to accuse the *class* of shipbrokers, but merely to expose an instance of very sharp practice tending to injure our colonial possessions, and to bring disrepute on a body of respectable men. A small fig-drum, containing about twenty-five ears of black barley and a few seeds, weighing under five pounds, and of the value of 2s. 6d., was sent to the advertising agent of the *Nautilus*. In the course of two days a bill for shipment, customs, &c., was received, amounting to £4. 4s. 6d.! – upwards of £500 a ton.

With regard to the climate of the Falklands, it is a singular fact that this archipelago has always been characterised as barren, desolate and tempestuous. Nothing can be more erroneous. The misrepresentations in "Anson's Voyages" have probably strengthened, if not created, the general prejudice; but there can be little doubt that this navigator's passage round Cape Horn manifested more zeal than judgment, particularly in keeping his squadron together, rather than appointing a rendezvous in the Pacific. It is notorious that his vessels were badly found and fitted; his crew was not only weak, but the majority untrained; and, to complete the list of evils, the very worst time of year was, by defective arrangement, forced upon them for rounding this prominent southern headland. Where so many elements of disaster exist, it is not surprising that misfortune should occur. The Falklands being in the vicinity, came in for a share of the misrepresentation which still retains a hold on the public mind. Captain Sulivan was employed seven years in minutely examining and surveying these islands. He was accompanied by his family, who not only enjoyed uninterrupted good health, but considered the climate better, on the whole, than Cornwall or Devonshire.

Voyagers frequently form erroneous impressions of climate from the temporary nature of their sojourn. This is remarkably exemplified in the journal of Darwin, who is generally an accurate author. He says—"The climate of the Falklands may be compared to that which is experienced at the height of between one and two thousand feet on the mountains of North Wales, having, however, less sunshine and less frost, but more wind and rain." After this assertion had been proved to be totally incorrect, and after the evidence of Captain Sulivan's' letters, it is surprising that in the second edition of "A Naturalist's Voyage," the author should have appended the following foot-note to p. 189:—

"From accounts published since our voyage, and more especially from several interesting letters from Captain Sulivan, R. N., employed on the survey, it appears that we took an exaggerated view of the badness of the climate of these islands. But when I reflect on the almost universal covering of peat" (query, what has that to do with climate?) "and on the fact of wheat seldom ripening there" (incorrect,) "I can hardly believe the climate in summer is so fine and dry as it has lately been represented."

Now the truth is, that the temperature of the Falklands is very similar to that of Devon or Cornwall, with this difference, that it is rather milder, much drier in summer, but very windy. The evaporation is excessive; so much so that, in this particular, it exceeds the Cape de Verds. This is, indeed, an extraordinary fact, especially when the latitude on the later region is considered. So extreme a dryness of air may hereafter be turned to excelled account in the manufacture of salt; and should this anticipation turn out to be practically correct, a valuable article of commerce will be added to the productions of the Falklands. South America is now principally supplied with salt from Cheshire in England, and the Cape de Verds; the length of the voyage in both instances being much against a cheap and certain supply.

The Falklands are remarkably accessible to pedestrians [see Fitzroy, p. 247]; and the earth is clothed with a variety of nourishing grasses, which are equally sweet with the delicate parts of the foliage of Indian corn. It is not at all surprising, therefore that animals in these islands should grow to an enormous size, nor that their meat should be of very delicate flavour.

The tussock (see Ross's Voyage p. 269.) is a gigantic species of grass, frequently growing to the height of ten feet, and, where abundant, not only capable of sheltering, but absolutely concealing, herds of cattle or horses. Tussock is called "the glory of the Falklands." An instance is mentioned in Ross's voyage of two American seamen [deserters,] who lived solely on the core of this grass for fourteen months; and when reclaimed from their wild wanderings, were plump, healthy, and in excellent spirits! Cattle and horses are ravenously fond of tussock; so much so, that the author has a vivid remembrance of the wild cattle eating dry thatch, composed of this material, from a small cabin he had erected as an armourer's forge. This was seen by him with a spyglass from the deck of the *Arrow*, when the beasts were descried, reared on their hind legs, easily pulling down what the crew with so much trouble had completed.*

In 1839, the cattle were computed to be about 30,000 head. Their increase since that time must have been enormous, as they are now estimated at 200,000. The only way to account for this prodigious multiplication is, that since the former period, whalers and other marauders have been kept off from some of the stations, by the settlement and occupation of the islands. It is, however, to be regretted that in the remote parts great depredations are still committed on the cattle. This is beginning to be felt as a serious drawback to the outlay of capital. Pebble Island, for instance, and the islands adjacent, are admirably adapted for cattle-stations: unfortunately, however, this is the very locality now resorted to by marauders for stealthily obtaining beef, not merely for present supply, but for committing so wholesale a destruction as will enable them to salt down sufficient for a long cruise. It is pretty well known that in numerous vessels from England, America, and other places, a stock of salt is taken

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* This contract was based on a rough calculation of the extent of land in the southern peninsula. Thus, the length and width only were taken into account before the survey was completed. This rough estimate gave 200 square leagues, or about half a million of acres. It was found, however, from the peculiar indentation of the coast, that a considerable error had been committed. and that 93 squares leagues formed a just calculation for the main-land. The islands would make 17 more: making altogether 110; being little more than half the extent considered in the bargain. It is but just, therefore, that some reduction should be made in the instalments. This is still a point of dispute between the contracting parties; the sooner, however, an equitable adjustment takes place, the better for the colony, whose energies are considerably retarded by this delay and uncertainty. The latest reports from the islands state that the governor is about to stop the works of Mr. Lafone: this would be a serious blow to the settlement.

† A large ship of 800 tons, (the *Victory*) has been chartered by government to take out ninety pensioners and their families. This large and useful addition to the population of the islands will be of inestimable benefit.

* A small specimen of this grass is growing luxuriantly in the seed-warehouse of Messrs. Page and Son, above Bar, Southampton.

out for the purpose of curing a supply of provisions at the expence of these islands. The only way to prevent this pillage, which years of impunity have seemed to sanction, would be by stationing on the spot one or two small vessels—for example, two cutters, rigged as ketches, under a commander: these, constantly moving about, would not only scare away the light-fingered gentry, but a portion of the crews would be eminently useful in erecting buildings for government purposes, cultivating gardens, and making preparations for colonisation either penal or otherwise. The expense would be little or nothing: say one commander, one lieutenant, two second masters, twenty able seamen, twenty marines, and sixteen others—in all, sixty. These officers and men could easily navigate one ketch of 120 tons and another of sixty, and be a complete protection to the whole islands.

It is believed that these islands are frequently made use of by fraudulent persons much in the same manner as the Bahama banks are in the West Indian seas; that is to say, ships are purposely lost there to defraud underwriters. Many instances are known of vessels being "cast away" in the most unaccountable manner. In several instances ships thus *lost* in some of the basin-like harbours, have been sold for a "mere song," recovered at little expense, and are still bearing rich freights across the seas! The very fact of a naval officer being on the spot would prevent such disgraceful proceedings, and save thousands yearly.

The undeservedly bad name borne by the Falklands, tempts fraudulent adventurers; but were people in general well informed as to the admirable and safe ports in these islands, the utmost surprise would be expressed at ships being lost there. As it is, the unprincipled master has a certainty of a *safe* and comfortable wreck; preserves his life and as many private stores as he may think necessary; loudly trumpets forth the dangerous nature of the islands; and thus disarms and silences suspicion. From the enormous increase of trade in this direction, the author ventures to predict that the underwriters in England will be thoroughly fleeced in insuring vessels round the Horn, and that the islands will be innocently accused of being the cause; but he asserts advisedly that no well-found, well-managed ship need be lost on the Falklands.

As a corroboration of the apparently marvellous increase of animals alluded to above, the following is quoted from the narrative of a voyage by Lopez in 1586, published in the third volume of "Hakluyt's Voyages and Travels:" "Of all the men Don Pedro left behind him, there were but 200 left alive, who, in the ship's boats, went higher up the river; leaving in the place called Buenos Ayres their mares and horses. But it is a wonder to see, that of thirty mares and seven horses, which the Spaniards left there, the increase in forty years was so great, that the country twenty leagues up is full of horses; whereby a man can conjecture the goodness of the pasture and the fruitfulness of the soil."

The following sketches are extracted from a diary kept by the author whilst surveying the Falklands in 1838 and 1839. On the site of the present town, Port Stanley, he shot five wild geese at one discharge. Before that time the harbour was unsurveyed, and consequently unknown; and the whole population, exclusive of the officers and men surveying, consisted of about one dozen persons!

[*To be continued*]

MARINE LIST.

PORT of BUENOS AYRES

December 22.—Wind N. W., in the afternoon changed to W.

Arrived, Sardinian lugger of war Fama, 4 guns, Lieut. Cesar Cerruti, from Montevideo 20 inst. Passengers—44.

British barque Briton, 368 tons, William Mitchell, from St. Ubes 2d September, Rio Janeiro 2d inst., to John Best & Brothers, with 669 moyes salt.

Sailed, H. B. M. packet schooner Spider, 3 guns, Lieut. James W. Tomlinson, for Montevideo and Rio Janeiro, with the mail for Falmouth.

Bremen barque Hercules, 230 tons, Weydeman, for New York, despatched by Zimmermann, Frazier & Co., with 2,958 salted ox and cow hides, 12,774 dry do. do., 12 bales wool, 14,724 horns, 100 barrels tar.

Spanish polacre Felicia, 212 tons, Ysidro Fabrega, for Havana, despatched by Llavallol & Sons, with 3875 quintals jerked beef, 15 boxes tallow.

Spanish brig Alfonso, 206 tons, José Maristani, for Havana, despatched by Llavallol & Sons, with 2863 quintals jerked beef, 302 boxes tallow.

British brigantine William Inglis, 198 tons, Newby, for London, despatched by John Best, Brothers & Co., with 1590 salted ox and cow hides, 3565 do. horse do., 65 pipes, 6 half pipes, 11 quarter casks, 10 barrels and 237 boxes tallow, 44 bales and 32 seroons horse hair, 1 bale nutria skins, 28 bales and 12 bags wool, 12,000 shin bones.

December 23.—Wind S. W., at 11 a.m. changed to N.N.E.

Arrived, Brazilian brigantine Africano, 143 tons, José Bentos de Campos, from Porto Alegre 2d, Rio Grande 11th inst., to Manuel Acevedo Ramos, with 140 dozens cedar boards and planks.

National schooner Luisa, 121 tons, Alejandro Muratore, from Buceo 21st inst., to order, with 400 boxes oil, 150 do. absynth, 96 do. cheese, 612 doubloons.

Sailed, American brigantine Benjamin Carver, 181 tons, William Carver, for Boston, despatched by Samuel B. Hale, with 10,148 dry ox and cow hides, 9800 horns.

Lubeck brig Aurora, 240 tons, Suckau, for New York, despatched by Becher, Preuss & Co., with 1,219 salted ox and cow hides, 12,013 dry do. do., 31 bales hair, 30 do. sheep skins, 6 do. wool.

December 24.—Wind N. N. E., fresh, at 9 a m. changed to S. W., rain, in the afternoon to E.

Sailed, Hamburg barque Antoinette, 180 tons, C. F. Nomeus, for Valparaiso, despatched by Daniel Gowland & Co., with 123,863 feet lumber, 50 barrels tar, 100 kegs nails.

December 25.—Wind S. W.

Arrived, American barque Muskingum, 248 tons, Richard Crockett, from New-York 1st November, to Adolfo Mancilla & Co.

Sardinian schooner Ninfa, 122 tons, José Barboro, from Buceo 23d inst., to Lezica & Co., in ballast, with 117½ doubloons.

Passengers—26.

Sailed, British brig Fortuna, 225 tons, David Ritchie, for the Salado, to take in a cargo of produce for London.

Bremen ship Post, 560 tons, G. W. Haake, for New York, despatched by O. J. Hayes & Co., with 23,264 dry ox and cow hides, 2,591 salted do. do., 20 bales sheep skins, 2 do. deer do., 2 do. swan do. 1 do. nutria do., 11 bales and 64 seroons hair, 390 bales wool, 2350 horns.

British barque Alexander, 267 tons, Silvanus Cobb, for Liverpool, despatched by Samuel Hesse, with 3200 salted horse hides, 302½ pipes tallow, 197 bales and 41 bags wool, 37 bales hair, 1 do. sheep skins, 40 quintals jerked beef, 53 tons bones.

Spanish brig Joaquin, 218 tons, Juan Sust, for Havana, despatched by Diego Calvo & Sons, with 5464½ quintals jerked beef.

Spanish polacre Joven Francisca, 126 tons, Ignacio Botet, for Havana, despatched by Felipe Senillosa, with 2986 quintals jerked beef, 50 dry ox and cow hides.

British schooner Racer, 159 tons, Phillip Pater, for Buceo, despatched by Nicholson, Green & Co., with 380 fanegas salt.

December 26.—Wind N.W., in the afternoon changed to S.W.

Arrived, Spanish brig Gallo de Oro, 269 tons, José Estapé, from Salt Island 16th ult., to Llavallol & Sons, with 80 moyes salt.

Sailed, British brig Reform, 145 tons, Murray, for Rio Grande, in ballast, despatched by Samuel Hesse.

British brig Daring, 191 tons, Thomas Toby, for Liverpool, despatched by George Dowse & Co., with 2582 salted horse hides, 87 pipes and 316 boxes tallow, 124 bales wool, 6000 horns, 10 tons bones.

December 27.—Wind S. E. at 7 a.m. changed to N. E.

Arrived, Danish brig Johan Frederik, 216 tons, J. L. Barfred, from Santos 13th inst., to Charles R. Horne, with 305 barrels sugar, 100 rolls tobacco, 23 bags rice, 80 do. fariña, 1 hogshead molasses, 24 seroons yerba, 9 boxes preserves, 2 do. cigars, 40,000 pieces firewood.

Sardinian brig Expresso, 241 tons, Agustin Ferraro, from Santos 5th inst., to Adolfo Mancilla & Co., with 1,500 barrels and 300 bags sugar.

Chilian barque Nuevo Pacifico, 191 tons, H. P. Hinrichsen, from Valparaiso 14th November, to Llavallol & Sons.

Spanish barque Restauracion, 260 tons, Florencio Arata, from Barcelona 27th September, Malaga 20th October, Rio Janeiro 28th November, Buceo 23d inst., to Felix Buxareo, with 25 pipes, 100 half pipes, 100 quarter casks and 400 boxes red wine, 50 pipes, 6 half do. and 400 barrels aguardiente, 15 boxes and 75 quarter casks oil, 60 bales and 17 boxes pepper, 7 do. silks, 200 do. soap, 11 barrels olives.

American barque Maid of Orleans, 258 tons, Charles Upton, from Salem 17th October, to Daniel Gowland & Co.

Passenger—1.

French lugger Echo, 212 tons, A. Darlan, from Bordeaux 8th October, to Thomas Rousse.

Passengers—38.

Sailed, British barque Ann Bates, 277 tons, Peter Slaughter, for the Cape of Good Hope, despatched by James Carthy, with 500 fanegas salt.

Brazilian brig Aguia da Prata, 202 tons, José Rino, for Rio Grande, despatched by José Marquez Sousa, with 540 fanegas salt.

December 28.—Wind N.N.W., at 9 a.m. changed to S.W., in the afternoon to S., fresh.

Sailed, American barque Waybusset, 321 tons, J. C. Carter, for Boston, despatched by Zimmermann, Frazier & Co., with 1562 salted ox and cow hides, 6,636 dry do. do., 287 bales washed wool, 106 do. washed sheep skins, 7,820 horns.

DIED.

On the 14th inst., Mr. Alexander Noble, native of Inverness, and for many years a resident in this city. His remains were conveyed to the British Cemetery attended by a numerous concourse of his friends.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	75
Sunday	73
Monday	72
Tuesday	70
Wednesday	77
Thursday	75
Friday	79

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 27th inst.

National	9
British	47
American	16
Danish	9
French	21
Hamburg	5
Spanish	24
Brazilian	6
Sardinian	14
Holstein	1
Hanoverian	2
Swedish	2
Lubeck	2
Oldenburg	1
Prussian	4
Bremen	11
Roman	1
Norwegian	7
Russian	2
Portuguese	1
Belgian	2
Dutch	1
Chilian	1
	189

Advertisements.

NOTICE.

All Persons having claims against the late Mr. Alexander Noble, likewise all persons indebted to the same are respectfully requested to call at Calle Mexico, No. 36, for settlement of their accounts.

Total Abstinence & Beneficial Society of Buenos Ayres.

The Members of the above Society are hereby notified that the annual Meeting for the election of Officers, and other business is postponed until the evening of Tuesday the 8th of January, 1850.

GOSNELL & CO'S. highly perfumed Genuine *WINDSOR SOAP*, selling at No. 55 Calle Piedad, at the London prices.

Dr. Canstatt

Begs to inform his friends and the public that after an absence from Buenos Ayres of more than 20 years, he has again established himself as a general Practitioner, and may be consulted at his residence Calle Perú, No. 125, where advice will be given to the Poor every morning from 7 to 9 o'clock.

A young lady experienced in house-keeping wishes to be employed as house-keeper and cook in an English or German family. For further information please address J. M.

Notice is hereby given

That the Second General Meeting for the present year, of the Subscribers to the British Episcopal Church in this city, will be held at the Vestry of the said Church on Thursday, 3d January next, at *noon*; when the accounts of the Committee will be rendered, and a report of the affairs of the Church will be made to the meeting.

British Consulate.

Buenos Ayres, 27th December, 1849.

MARTIN T. HOOD,
H. B. M's. Consul.

Just received, a fine assortment of ladies' and gentlemen's Saddles, and for Sale at *MOORE'S SADDLERY*, No. 90, calle de la Merced, formerly Caugallo, and will be Sold at moderate prices.

Buenos Ayres, Dec. 28, 1849.

For London,

The very superior A. 1. British brigantine
"DOURO,"
209 tons per register,
Capt. William Reid,

Has all her cargo on board, save a few tons of dry freight, and about 1000 salted hides, which latter she can take if shipped quickly.

The "Douro" has excellent accommodations for passengers.

For freight or passage, apply to the Consignees Messrs. Thomas Duguid & Co., or to

Charles R. Horne,
Licensed Ship Broker
No. 55 calle la Reconquista.

FOR LIVERPOOL,

Will be despatched immediately.

The superior, and well known, A. 1. British built brig
FRISK,
192 tons per register,
Capt. George Whiteway.

Has all her heavy freight on board, and can only take bales, and passengers, having good accommodations for the latter.

For terms apply to the Consignees, Messrs. Nicholson, Green & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

For Liverpool.

The very superior, fast-sailing A.1. British built barque
Martha Shallcross,
275 tons per register,
Capt. John Coaker,

A most eligible conveyance, the vessel being new, and a 12 year ship. Is receiving cargo on board, and will be despatched shortly.

Her accommodations for passengers are most comfortable.

For terms of freight or passage, apply to the Consignees Messrs. Brownell's & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

Notice.

The undersigned Agent for Messrs. Drake Brothers & Co., of Havana, is duly authorised and invested with London credits for that purpose to make advances on consignments to them, in his own name, without interference of a third party, which arrangement enables him to save useless expences and also the loss of difference of exchange resulting from relative Bill transactions.

THEODORE W. VAN ALLER.

Buenos Ayres, Dec. 23, 1849.
Belgrano, No 14.

FOR BOSTON,

The very superior, first-class, coppered and copper-fastened American ship
"Sacsusa,"
294 tons per register,
Howard, master.

Can still take a few dry hides, or bales on freight; and has splendid accommodations for passengers.

—Terms Moderate—

Apply to the Consignee Samuel B. Hale, or to

Charles R Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

For London.

The very fast-sailing, coppered and copper-fastened, first-class, British built barque
John Tomkinson,
294 tons per register,
Capt. John Williams,

Has a considerable part of her cargo engaged, and will meet with quick despatch.

For freight or passage, her accommodations being excellent, apply to James Carthy, Esq., or to

Charles R. Horne,
Licensed ship Broker,
No. 55 Calle la Reconquista.

For Valparaiso,

PASSENGERS ONLY.

The splendid, new, very fast-sailing, coppered and copper fastened A. 1. Lubeck brig
Heinrich von Gagern,
Of the burthen of 304 tons,
Capt. Henry P. Martins.

Has all her cargo afloat, and will be despatched immediately that she can take same on board.

This very fine vessel, has excellent accommodations for both Cabin and Steerage passengers.

For terms of passage, apply to the Master, at No. 70 Calle la Reconqnista, or to

Charles R. Horne
Licensed Ship Broker.
No. 55 calle la Reconquista

For Valparaiso,

The very superior, and fast-sailing A. 1. Danish brigantine
Adeline,
Of 132 tons, C. Ipland, Master.

Under contract to sail within a few days, can take on freight a few tons of cargo if shipped immediately; and can accommodate Passengers in the most comfortable manner.

For terms of freight or passage apply to the Consignees Messrs. Freyer Brothers, or to

Charles R. Horne,
Licensed, Ship Broker,
No. 55 calle la Reconquista

For Liverpool,

The very fine fast sailing A. I. Jersey built brigantine.
"Navigator,"
145 tons register, John Le Feuvre, Commander,

Has only disengaged room for a few bales which can be received on board immediately; she is warranted to have quick despatch.

Her accommodations for passengers are very superior and persons about going to England cannot meet with a better opportunity.

For further particulars please apply to the consignee Samuel Hesse Esq., or to

John Higginbothom,
Licensed Ship Broker
No. 30, Calle Reconquista.

December 28th 1849.

For Havre de Grace,

The superior fast sailing A. 1. French brig
"Nelie-Mathilde,"
192 tons, Captain Parquet,

Having a great portion of her cargo engaged and shipping will have quick despatch, she has still disengaged room for dry hides and bales.

The accommodations of this vessel for passengers are very superior.

Please apply to the consignees Messrs. Llavallol & Sons, or to

John Higginbothom,
Licensed Ship Broker,
calle Reconquista No. 30.

December 28th, 1849.

For London.

The remarkably fast-sailing A. 1. British brig
"Safeguard,"
290 tons register
John Macauley, Commander,

Has the greatest portion of her cargo on board and has only disengaged room for a few bales; she is warranted to have quick despatch. Her cabins are very commodious for passengers about going to England.

Please apply to the Consignees Messrs. De Lisle Brothers and Co., or to

John Higginbothom,
Licensed Ship Broker.
30 calle Reconquista.

Dhcember 28th, 1849.

For Liverpool.

The superior and remarkably fine British built A. 1 at Lloyd's brig
Zephyr,
250 tons register
Robert Drewry, Commander,

Has the greatest portion of her cargo on board and has only disengaged room for a few bales, she is warranted to have immediate despatch.

Her accommodations for passengers are very superior.

Please apply to the Consignees Messrs. J. Galt Smith & Co., or to

John Higginbothom,
Licensed Ship Broker,
30, Calle Reconquista.

December 28th, 1849.

PASSENGERS ONLY.

For Havre de Grace.

The very fast sailing A. 1. French barque
"ANKOBER,"
196 tons register,
J. A. Bosque, Commander,

Has all her cargo engaged and will have immediate despatch. Persons about going to France cannot meet with a better conveyance having large and spacious Cabins.

Please apply to her consignees Messrs. Enrique Ochoa and Co., or to

John Higginbothom,
Licensed Ship Broker,
No. 30, calle Reconquista,

December 28th, 1849.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Sept. 27	Barque Anna, Jacob Wessels	260	Zimmermann, Frazier & Co	Antwerp.
" 28	Brig Dos Amigos, Oñadaerra	137	José Coelho Meyrelles	
" 30	Brig Guillermo, Christian F. Wiegmeyer	217	Deetjen & Hughes	Antwerp.
October 4	Polacre Bella Union, Nicolas Brunengo	121	Manuel Acevedo Ramos	
" 22	Brig Dorotea, F. W. Maass	244	Freyer Brothers	Antwerp.
" 20	Brigantine Delfin, Daniel Spille	200	Visser, Deetjen & Hughes	Continent.
Novem. 2	Brig Federico, A. E. Amondsen	169	Freyer Brothers	Hamburg.
" 3	Barque Martina, Frederick William Waller	000	J. N Bieber & Co	Antwerp
" 18	Schooner 7 de Marzo, John Harris	120	To order	
	BRITISH			
Sept. 1	Brig Caledonia, J. J. Menhennet	204	Plowes, Atkinson & Co	Liverpool.
" 19	Brig Prima Donna, Samuel Follett	214	Santa Maria, Llambi & Cambaceres	England.
" 22	Barque Martha Shallcross, Coaker	275	Brownell's and Co	Liverpool.
" 26	Brigantine Mersey, M. Luke	207	John Galt Smith and Co	Great Britain.
" 27	Barque Harbinger, Brownrigg Candlish	256	John Galt Smith and Co	
" 27	Schooner Bosphorus, J. Gibson	216	R. and J. Carlisle & Co	Liverpool.
" 29	Barque Sapphire, John Miller	200	Brownell's & Co	Liverpool.
" 29	Brig Zephyr, Robert Drewry	250	John Galt Smith & Co	Liverpool
" 30	Brigantine Minalto, Charles Newman	194	George Dowse	London.
October 2	Brigantine Douro, William Reid	209	Thomas Duguid & Co.	London.
" 2	Brig Safeguard John Macaulay	290	De Lisle, Brothers & Co	London.
" 4	Schooner Victoria, Le Gresley	136	Bates Stokes & Co.	Liverpool
" 9	Brig Frisk, George Whiteway	193	Nicholson, Green & Co	Liverpool.
" 20	Barque Kyle, William King	332	Santamaria, Llambi & Cambaceres	London.
" 22	Schooner Sappho, Joseph Easton	137	Thomas Duguid & Co	Liverpool.
" 26	Barque Heath, John Whiteway	307	Nuttall & Co	
" 26	Brigantine Navigator, John Le Feuvre	145	Samuel Hesse	Liverpool.
" 27	Brig Seaton, Archibald Macconachie	185	John Galt Smith & Co	England.
" 27	Brig Christine Pitcairn, Thomas Bernich	158	Thomas Duguid & Co	
Novem. 2	Barque John Tomkinson, Williams	294	James Carthy	Liverpool.
" 4	Barque Ipswich, Phillip Asplit	235	E. Lumb & Co.	London
" 6	Schooner Caroline, James Smith	159	Phillips, Tomkinson and Co	England
" 7	Brig Cornelius Thomas A. Clarke	284	John Galt Smith & Co.	England.
" 7	Barque Diamond, Thomas Irvine	290	Nicholson, Green & Co	
" 14	Barque Mercutio, William Sewell	244	Bates, Stokes and Co	
" 14	Brig Rosalie, John Williams	228	Wilfrid Latham and Co	
" 14	Barque Chorister, Thomas Richards	276	Hughes, Brothers	Plymouth
" 15	Brigantine Nora, Cloid	150	Anderson Macrae & Co	Rio Grande.
" 17	Barque Eleonore, Nicholas Moullin	270	De Lisle, Brothers & Co	
" 20	Brig Urania, Joseph Moffat	204	Parlane, Macalister and Co	
" 21	Brig Eliza Robson, Henry Taylor	286	William Henry Henzelle	
" 27	Brig Creole, James Phillip Avery	287	John Best & Brothers	
" 29	Brig Isabella, James Lenfestey	198	De Lisle Brothers and Co	
" 30	Barque Brazilian, William Thompson	345	Nicholson, Green & Co	
Decem. 3	Barque Matoree, Robert Cowan	305	John Galt Smith & Co	
" 3	Brigantine Agnes, W. W. Nicholls	183	J. C. Thompson & Co	
" 4	Brig Cresswell, William Algar	203	George Dowse	
" 8	Barque Heart of Oak, William Crockett	326	Gifford Brothers	
" 11	Barque Arabella, Thomas Jackson	304	Ambrosio P. Lezica	
" 12	Brig Fanope, William Ward	238	James C. Thompson & Co	
" 14	Brig Xarifa, F. Le Rossignol	208	Edward Lumb and Co	
" 14	Brigantine Myrtle, William Cole	114	De Lisle Brothers & Co.	
" 14	Barque Victoria, Williamson	241	Corti, Francischelli & Co	
" 15	Barque Othello, J. Smith	299	De Lisle, Brothers and Co	
" 15	Barque Cornucopia, Peter Jarvis	230	Hughes Brothers	
" 17	Barque Courier, Thomas Le Riche	288	De Lisle, Brothers & Co	
" 22	Barque Briton, William Mitchell	368	John Best and Brothers	
	AMERICAN.			
October 22	Brig Sutton, William Pefevours	200	To order	Boston.
" 22	Brigantine Victory, Hersey	124	Samuel B. Hale	Brazil.
Novem. 4	Ship Sacsusa, Howard	294	Samuel B. Hale	Boston
" 5	Barque Waybusset, J C. Carter	321	Zimmermann, Frazier and Co	Boston.
" 5	Brig Cronstadt, Edward Hatch	273	Zimmermann, Frazier & Co	Boston.
" 19	Barque Olof Wyk, Lendof N. Doane	317	Daniel Gowland and Co	
" 19	Ship B. Aymar, Amos Nichols	435	Zimmermann, Frazier & Co	
" 29	Barque Chicora, G. Howland	300	Freyer Brothers	Boston.
Decem. 4	Barque Rothschild, Silvester R. Small	261	Daniel Gowland & Co	-
" 7	Brig Zenophon, Frederic Wording	245	To order	
" 12	Ship Forrester, Parker	427	Zimmermann, Frazier & Co	
" 14	Barque Mason Barney, F. B. Langston	240	O. J. Hayes and Co	
" 14	Brigantine Venus, Orr	187	Zimmermann, Frazier & Co	
" 14	Barque Lenox, Morris Hourt	360	Zimmermann, Frazier & Co.	
" 25	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla and Co	
" 27	Barque Maid of Orleans, Charles Upton	258	Daniel Gowland & Co	
	FRENCH.			
Sept. 4	Ship Lion, J. H. Bonnet	359	Thomas Rousse	Havre.
October 11	Barque Normand, F. Ducormier	258	Dunoyer & Co.	Havre.
" 20	Barque Ankober, John Andrew Bosque	196	E. Ochoa and Co	Havre.
" 27	Barque Alcide, Theveneau	232	Audiffred	Marseilles.
Novem. 2	Brig Adrienne Marie, David	155	Augustus Dejean	
" 2	Brig L'Automne, José Maria Noel	193	Dunoyer & Co	Havre.
" 3	Barque Industriel, Joseph Benjamin Frebourg	275	Isaias Elia and Co	Do.
" 5	Barque Maria Paulina, Lizar Iturry	201	Zumaran and Tresorra	Do.
" 15	Barque Augustine Victorine J. Baylly	277	Vicente Casares and Sons	
" 19	Brig Omega, Noel	222	Dunoyer & Co.	
" 19	Brig Jeune Evariste, Gachet	125	Manuel Lopes	
" 20	Barque Souvenir, Bougot	252	Blais D'Eboqeux	
" 25	Brig Roitelet, Anset	247	De Lisle Brothers and Co	
" 30	Barque Genie, Hervé	217	Zumaran & Treserra	Antwerp.
" 30	Barque Australie, Francis Gaurion	210	Thomas Rousse	
Decem. 4	Barque St. Jacques, Lemaresquier	215	Zumaran & Tresserra	Marseilles & Genoa.
" 4	Barque Casimir, Dumanoir	227	Antonio Dunoyer & Co	
" 4	Brig Nelie Mathilde, Parquet	190	Llavallol and Sons	Havre.
" 10	Brig Philantrope, Jubein	194	J. B. Prelig	
" 16	Barque Printemps, Touchet		B. Herand	
" 27	Lugger Echo, A. Darlan	212	Thomas Rousse	
	SPANISH.			
Sept 27	Barque Rosa, Mariano Roig	168	E. Ochoa & Co	Havana.
" 30	Brig Nuevo Ramonsito, Juan Solá y Cabot	191	Manuel Saenz de la Maza	Matanzas.
October 2	Brig Tweed, Bernardino Camp	213	Narciso Martinez and Sons	
" 6	Barque Palemon, Francisco Ros	263	E. Ochoa & Co	Havana.
" 12	Barque Elisa, José Roldos	228	Antonio Romaguera	
" 12	Barque Josefita, Carlos Balta	250	Zumaran & Tresserra	Do.
" 26	Brig Lepanto, Antonio Mirambell	245	Llavallol and Sons	
Novem. 1	Brig Viajero, Juan Curell	209	E. Ochoa & Co	Havana.
" 5	Barque Villanueva, Juan Codina	256	Freyer, Brothers	Cadiz and Malaga.
" 7	Brig Eolo, Joaquin Parés	228	Llavallol and Sons	
" 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambaceres	
" 23	Barque Pepe el Alicantino, Pelegrin Puyol	234	Felipe Senillosa	
" 27	Polacre Juno, José Domenech	152	Felipe Senillosa	
" 27	Polacre Joven Modesto, Marcelino Sanchez	175	Santamaria, Llambi and Cambaceres	
" 29	Barque Constancia, Pedro José Sosvilla	203	Saturnino Soriano	
" 29	Barque Amfitrite, Miguel Ignacio Aguirre	312	Llavallol and Sons	
Decem. 1	Brig Martin, Francisco Flaguerda	198	Zumaran and Treserra	
" 3	Polacre Numa, Juan B. Fenn	201	Felix Buzareo	
" 8	Brig Esperanza, P. dro Guardiola	180	Llavallol and Sons	
" 10	Brig Antonio, José Ruiz	200	To order	
" 11	Brig Juanito, José Romaguera	151	Diego Calvo and Sons	
" 12	Ketch Argos, Francisco Argentó	142	Felipe Senillosa	
" 26	Brig Gallo de Oro, José Estapé	269	Llavallol & Sons	
" 27	Barque Restauracion, Florencio Arata	260	Felix Buzareo	
	BRAZILIAN.			
October 1	Brign Pelicano, Antonio Cardoso da Silva	138	Juan Geronimo Martinez	
Novem. 5	Brigantine Alfredo, Candido Seferino Davila	195	Isaias Elia & Co.	
" 15	Brig Marino II, Antonio Joaquin Fernandez	289	Antonio Romaguera	
" 23	Brig Encantador, Antonio dos Santos Pereira	191	José Coelho Meyrelles	
" 30	Brig Don Affonso, A. J. Araujo	234	Manuel Acevedo Ramos	
Decem. 23	Brigantine Africano, José Bentos de Campos	143	Manuel Acevedo Ramos	
	SARDINIAN.			
Sept. 24	Brig Annibale, Santiago Zini	216	José Avegno	Marseilles & Genoa.
" 27	Polacre barque Corebo II, José Serra	258	Jose Avegno	Genoa
" 29	Brig Graciosa Fanny, Nicolas Scarcella	202	Llavallol and Sons	Genoa
" 29	Polacre Santa Clara, José Volpe	151	Becher, Preuss & Co	
October 6	Polacre Industria, Antonio Ferro	170	Jacinto Caprile	Genoa.
" 11	Brig Apollo, Juan Lavarello	210	Jacinto Caprile	Marseilles & Genoa.
Novem. 2	Polacre Margharita, Ambrosio Vaccaro	139	José Avegno	
" 4	Polacre Caballo Marino, Francisco Avegno	142	José Avegno	Genoa
" 27	Polacre barque Romulo, Agustin Badaraco	244	José Avegno	
" 29	Brig Rinoceronte, Luis Pico	149	Adolfo Mancilla and Co	Brazil.
Decem 5	Brig Giuseppe, Vasallo	216	José Avegno	
" 10	Polacre Inocente, José Ballaro	148	José Avegno	Brazil.
" 21	Polacre Bibiana, Manuel Risso	121	José Avegno	
" 27	Brg Expresso, Agustin Ferraro	241	Adolfo Mancilla, and Co.	
	BREMEN.			
Sept. 24	Brig Estaffette, Henry Hayen	167	Deetjen & Hughes	Antwerp.
October 23	Barque Isabella, Felchauser	300	Zimmermann, Frazier & Co	
Novem. 14	Barque Beta, George Pappé	340	Becher, Preuss and Co.	
" 14	Ship Westphalia, Henry Wessels	443	Zimmermann, Frazier & Co	New York.
" 17	Brig Regulus, H. Wencke	235	Bunge, Bornefeld & Co	
" 20	Brig Louise, Cæsar, Martin Wenke	142	Zimmermann, Frazier & Co	
" 23	Brig George Duckwitz, Schaffer	235	Otte, Rosenthal and Co	
Decem. 4	Barque Philadelphia, H. Gerdes	360	Becher, Preuss & Co	
" 4	Schooner Evan Dumas, John Jaburg	186	Corti Francischelli and Co	
" 13	Barque Creole, Henry Wessels	177	Becher, Preuss & Co.	
" 16	Brig Don Quixote, J. G. Oest	165	O. J. Hayes and Co.	
	OLDENBURG.			
October 11	Brig Reta, Engels	240	Becher, Preuss & Co	
	PORTUGUESE.			
Decem. 10	Brig Improviso, José Gomez de Avellar	195	Juan Geronimo Martinez	
	CHILIAN.			
Dec. 27	Barque Nuevo Pacifico, H. P. Hinrichsen	191	Llavallol and Sons	
	PRUSSIAN.			
Novem. 14	Barque Leopold, J. C. Holtz	261	Samuel B. Hale	
" 29	Brig Graf von Arnim, E. F. Kruge	305	Zimmermann, Frazier & Co	Altona:
Decem. 4	Barque Cæsar, Ritcher	432	Treussein and Co	
" 4	Barque Rica, Andrew Darner	000	Vicente Casares & Co.	
	HOLSTEIN.			
Novem. 20	Brig Manon, Jacob Jurgen Tennis	455	Hartenfels	Valparaiso.
	HANOVERIAN.			
October 4	Brig Luna, Christoffers	250	Louis Chapeaurouge & Co	Antwerp
Novem. 28	Brigantine Oste, Agustus E. Steffen	130	J. N. Bieber & Co.	
	LUBECK.			
Sept. 1	Brig Heinrich von Gagern, Martiny	304	Santa Maria, Llambi & Cambaceres	Valparaiso.
	SWEDISH.			
Novem. 19	Brig Gurle, A. Jaris Sars	170	Henry Ropes	
December 4	Brig La Plata, Carlos Olson	216	Santamaria, Llambi and Cambaceres	
	HAMBURG.			
Sept. 27	Barque Minna, Linau	292	Otte, Rosenthal and Co	Falmouth
Novem. 10	Brig Wilhelmine, Claus C. Hansen	220	Bunge, Bornefeld & Co	
" 27	Barque Harriet, Petersen	348	To order	
Decem. 10	Barque Cæsar Helene, Steen	230	Bunge, Bornefeld and Co	
" 10	Brig Carl, Nicholas Beichmann	230	Wedekind & Co	
	NORWEGIAN.			
Novem. 27	Barque Orion, Julles	367	Vicente Casares & Sons	
" 27	Barque Frishjof, Bentzen	250	Otte, Rosenthal & Co	
" 28	Barque Celeritas, H Stang	278	Zimmermann, Frazier & Co	
" 30	Brig Najaden, Nickerboker	140	Egg, Krutish and Co	
Decem. 4	Barque Prins Oscar Frederic, Thomas Lootz	300	Samuel B. Hale	
" 9	Barque Urania, Peter Mathiesen	410	Zimmermann, Frazier & Co	
" 13	Brig Juno, Soeberg		Zimmermann, Frazier & Co	
	RUSSIAN.			
Decem. 4	Brig Argo, F. W. Bremer	205	Zimmermann, Frazier & Co	
" 7	Galliot Anna, W. Kamen	130	Freyer Brothers	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	F. Silva and Co	
October 1	Brig Ana Cecilia, Frederick Fisher	220	William Becher	
" 4	Brg Cito, Harabel Echell	136	Treussein & Co.	Antwerp.
" 11	Brig Odin, H. H. Lund	248	Otte, Rosenthal & Co	Falmouth.
Novem. 27	Brig Fyen, Kruuse	201	John Best & Brothers	Pacific.
" 29	Brigantine Adeline, C. Ipland	132	Freyer Brothers	Valparaiso
Decem. 6	Brigantine Cecilia Maria, C. J. Thomsen	136	Otte, Rosenthal and Co.	
" 14	Brig Chloris, Maags	150	Chapeaurouge and Co	
" 27	Brig Johan Frederic, J. L. Barfred	216	Charles R. Horne	
	DUTCH			
Decem. 13	Brig Karel August, Jacob von Vollenhoven	254	Bunge, Bornefeld & Co.	
	ROMAN.			
Novem. 2	Brigantine Morretes, Seraphin Morteo	122	L. Morich	
	BELGIAN.			
Decem. 8	Brigantine Rhein, F. Hyerdahl	151	J. N. Bieber & Co.	
Decem. 14	Brig Plantin, Knudsen	240	Zumaran & Treserra	Cette.

For Havre de Grace,

The very superior and fast sailing, new, coppered and copper-fastened A. 1. French brig

D'ASSAS,

by Register 240 tons,
Capt. Philadelphe Giron.

Has room for dry hides and bales on freight; and offers a most eligible conveyance for Passengers having been fitted for the purpose of conveying them with every comfort. For terms of freight or passage apply to the Consignees Messrs. De Lisle Brothers and Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, calle la Reconquista.

December 7. 1849.

FOR HAMBURG,

The very fast sailing A. 1. coppered and copper-fastened Argentine brig

"Federico,"

169 tons per register,
Capt. Amond E. Amondsen.

Is well advanced in her loading and will have good despatch, having only room for a few dry hides, or bales on freight.

Her accommodations for Passengers are excellent, having separate cabins and every possible convenience in them; and the best of fare will be provided for those taking passage by her.

For particulars, as to freight or passage, be pleased to apply to the Consignees Messrs. Freyer Brothers, or to

Charles R. Horne
Licensed Ship Broker,
No. 55 calle la Reconquista.

December 7th, 1849.

For Boston.

The superior fast sailing A. 1. American barque

Chicora,

298 tons, register
Howland, Commander.

Has positively engaged 10,000 hides and has still room for from 8 á 10,000 dry hides, this vessel is warranted to have quick despatch. For further particulars please apply to the Consignees Messrs Freyer Brothers, or to

John Higginbothom,
Licensed Ship Broker,
30, Calle Reconquista.

December 7th, 1849.

For Liverpool.

The very fast A. 1. British schooner

Bosphorus,

of 216 tons, Capt. John Gibson,

This fine vessel, well known in this trade, having already a large part of her cargo engaged and ready to place on board, can still take salted hides, tallow and bales.

Please apply to the Consignees Messrs. R. & J Carlisle & Co., or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

November, 17th 1849.

For Valparaiso,

The very superior A. I. Holstein brig,

"Manon,"

455 tons register, Jacob Tennis, Commander,

Is now ready to receive cargo and passengers on moderate terms, and is warranted to have good despatch.

For further particulars please apply to the Consignees Messrs. Hartenfels & Sons, or to

John Higginbothom,
Licensed Ship Broker.
30, Calle Reconquista.

December 28th, 1849.

FOR MARSEILLES & CETTE,

The very fine A. I. coppered and copper fastened French barque

"St. Jacques,"

215 tons, Captain Lemaresquier,

This vessel has a great portion of her cargo engaged and shipping and is warranted to have very quick despatch.

She has very superior accommodations for passengers.

Please apply to the consignees Messrs. Zumaran & Tresserra, or to

John Higginbothom,
Licensed Ship Broker
calle Reconquista No. 30

December 28th, 1849.

For Antwerp.

The new clipper built, coppered and copperfastened Argentine barque

Martina,

formerly "Tombola",
of 190 tons, Captain F. W. Waller.

This fine vessel, well-known as a Hamburg and Antwerp trader, will have quich dispatch on account of taking only a small cargo, and offers a first-rate opportunity both to shippers and passengers. For particulars, apply to the consignees Messrs. J. N Bieber and Co., or to

Richard Suttton, Jr.
Licensed Ship Broker,
No. 14 calle Reconquista.

December 11, 1849.

For Antwerp.

Passengers Only
The very fast sailing A. 1. Argentine brig

"L U N A,"

250 tons, Captain J. Christoffers.

Will positively sail for her destined port, towards the end of this current month; and as she is one of the fastest and equally commodious vessels in port, for passengers going hence, offers an excellent opportunity, with all probability of a very quick passage.

Application to be made to the consignees Messrs. L. de Chapeaurouge and Co., or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

December 11, 1849,

For Havre de Grace,

The very fine fast-sailing A. 1. French brig

AUTOMNE,

193 tons, register, J. M, Noel, Commander,

Is warranted to have quick despatch, having the greatest part of her cargo engaged, her accommodations for passengers are very superior.

For further particulars please apply to the consignees Messrs. A. Dunoyer & Co., or to

John Higginbothom
Licensed Ship Brocker,
Calle San Martin No. 20

November 22nd, 1849.

For London.

The well known regular trader British built barque

"Ipswich,"

235 tons register,
Philip Asplet, Commander,

Has all her dead weight engaged, requires only a few bales and will have quick despatch

This vessel is A. 1. at Lloyd's for 12 years and famed for her quick passages and her good delivery of her cargoes she has most superior accommodations for passengers and is admitted to be one of the most desiroable conveyances in the trade.

Please apply to the Consignees Messrs. Edward Lumb & Co., or to

John Higginbothom,
Licensed Ship Broker,
No. 20, Calle San Martin

SAN FERNANDO FEDERAL HOTEL.

The above establishment was opened at San Fernando on Sunday the 18th ult., on the premises of Don Pedro Almandos, 5 squares distant from the Plaza on the road to the Canal and thence two squares in a S. W. direction, where persons visiting that locality will meet with every comfort and convenience to be desired. The establishment comprises besides a large hall destined for a reception or ball-room, as occasion may require, another large hall where an ordinary is served up, and 15 different appartments for families or guests, where the occupants can take dinner in private should they so prefer it.

Dinners will be served in the Spanish, English or French style to suit the taste of customers.

The establishment has a large shed annexed where carriages may be put up and a commodious stable for horses: the care of the latter, the proprietors promise, shall be duly attended to.

The proprietors of the San Fernando Federal Hotel trust that their moderate prices and good treatment will induce persons who may once favour them with their custom to repeat their visits.

Liquors and refreshments of the best quality and of all descriptions.

For Sale.

An Estancia in the district of the Villa de Lujan, about 16 leagues distant from this city, with about 500 head of horned cattle, 2,500 sheep, mares, horses &c. The land is 1000 varas wide and 9000 deep; is well watered having, besides an arroyo on one side, the river Lujan for its N. W. boundary. There are two Ranchos on the place, one containing two comfortable apartments, a few trees, and a small plot adjoining the premises, is ditched in.

Apply at No. 89 Calle Mayo.

PASSENGERS ONLY.

For Marseilles,

The remarkably fine fast-sailing A. I. French barque

" *Alcide,*"

232 tons register, Theveneau,

Has all her cargo engaged and will warranted to have quick despatch, her accommodations are very superior and being a fast sailer is in every respect a most desirous conveyance.

Please apply to her Consignee A. Audiffred, Esq., or to

John Higinbothom,
Licensed Ship Broker,
Calle San Martin, No. 20.

December 28, 1849.

FOR ANTWERP DIRECT.

The fine A. 1. National barque

ANNA,

256 tons, J Wessels, commander.

Has the greatest part of her cargo engaged and will be dispatched as quick as possible.

This vessel is a fast sailer and very well known in the trade.

The accommodations for passengers are superior, and the Captain will treat them excellently.

Please apply to the Consignees Messrs. Zimmermann, Frazier & Co., or to

John Higginbothom,
Licensed Ship Broker.
20, Calle San Martin.

November 10th, 1849.

Forster's
Patent Water Filters.

These Filters constructed on an entirely new and scientific principle, and recently introduced here, purify water in a manner superior to any that have hitherto been imported; and will be found extremely useful to families who have no algive. Sold in the house of the sole consignees, No. 36, Calle Santa Clara, where one may be seen in operation.

Wanted.

A dwelling house for an English family, containing from 7 to 8 rooms, distant 5 or 6 squares from the Plaza de la Victoria. Apply at No. 59 Calle de Mayo.

North American Chairs.

Just Received, by the last arrivals from the United States, a large and splendid assortment of North American Cane Seat and Wood Seat Chairs, and which will be sold at a lower price than the same sort have been sold for some time past. Apply at the Upholstery Store of G. & P. Inglis, Calle Santa Clara, No. 49.

JUST RECEIVED,
AT
G. & H. MACKERN'S,
No. 25, Calle San Martin,

An assortment of English Stationery of superior quality, consisting of office, letter, and note papers, Gillott's steel pens, quills, Mordan's gold pens, silver pencil cases and leads, sealing wax of superior quality, Wedgeworth's manifold writers, copying and oiled papers for copying machines, letter clamps and clips, envelopes, wafers, ink stands, round rules, pocket and memorandum books, visiting and playing cards, black and red ink, India rubber, bills of exchange and lading in English and Spanish, &c., &c.

Wanted,

By a Gentleman conversant with Accounts and Correspondence, a situation as Clerk in a Merchants Counting House, or in any situation where fidelity and constant attention to business can be relied upon.

Highly satisfactory Testimonials can be shown, and references given to persons well known in this city.

Address Y. Z. No. 65 Calle Mayo, where a personal interview may be obtained.

Buenos Ayres, December 22d, 1849.

Passengers Only.

The fine new A. 1. British brig

"Prima Donna,"

Samuel Follett, Commander,

Will sail for a port in the United Kingdom in all next month and having superior accommodations, as well as being a remarkably fast sailer offers a good opportunity for persons going to England.

For further particulars please apply to the Consignees Messrs. Santamaria, Liambi & Cambaceres, or to

John Higginbothom,
Licensed Ship Broker,
Calle San Martin, No. 20.

November 17th, 1849.

William Tucker,
TAILOR,

Victoria Street, No. 43½.

Begs leave to return his most grateful thanks to his friends and the public for the kind patronage he has received from them in the short time he has been established in the above place, and hopes by strict attention and punctuality to the orders of those who may favour him with their custom, to merit still further their confidence.

W. T. has on hand a splendid assortment of cloths of the most fashionable colours, such as invisible green, brown, black, olive, bronze and blue. Fine French cassimers and merinos for gentlemen's summer riding coats and paletots. Drills and cassimers of the most select patterns for pantaloons: gambroons and quiltings for do. Satins and Silks of a great variety of patterns for waistcoats: Buff Valencia and quiltings for do.

All the above mentioned articles will be made up to the latest fashions and at very moderate prices.

For Antwerp.

The very fine A. 1. Argentine brig

"Dorothea,"

167 tons, Mans, Commander,

Has only disengaged room for from 3 to 4000 dry hides and a few tons of salted hides which can be received immediately.

For further particulars please apply to the Consignees Messrs. Freyer Brothers, or to

John Higginbothom,
Licensed Ship Broker,
No. 20 Calle San Martin.

November 20th 1849

FOR HAVRE DE GRACE.

The A. 1. and remarkably fast sailing French barque

Industrielle,

275 tons register,
J. B. Frebourg, Commander,

Has engaged a considerable portion of her cargo and is warranted to have quick despatch.

The accommodations of this vessel are very superior and for terms of passage and rates of freight please apply to the commander at the Hotel de Provence, to Messrs. Isais Elia & Co., or to

John Higinbothom,
Licensed Ship Broker,
No. 20 Calle San Martin.

November 17, 1849.

Port and Sherry Wine.

The Subscriber has received some excellent Port which he can sell uncommonly low by the gallon, pipe, half pipe, or quarter cask, and also in bottle.

A few small casks of prime Sherry, very cheap, as well as in bottle.

Very good table Wine in bottle or by measure, also the following articles—

Coñac—Hollands—London Porter—Burton Ale—Champagne Cider—Indian Seasoning—Capers—English Pickles—Do. Sauces—Honey—and a variety of other articles.

JNO. BLUES.

Calles la Merced No. 10.
and Mayo No. 48.

To FALMOUTH and the CONTINENT.
Passengers Only.

The very superior A. 1. Hamburg barque

MINNA,

Capt. C. Linau,

Will be despatched in three weeks and has excellent accommodations for passengers.

Please apply to the captain on board or to the consignees, Messrs. Otte Rosenthal and Co., calle de la Piedad, 43.

FOR LIVERPOOL,

The regular trader British schooner

Sappho,

Joseph Easton, Commander,
Only 137 tons register,

A. 1. at Lloyd's for 12 years, and is known as one of the fastest and favourite vessels in the trade, has positively enggaged one half of her cargo and has only room for a few salted hides and boxes of tallow.

Please apply to the Consignees Messrs. Thomas Duguid & Co. or to

John Higginbothom,
Licensed Ship Broker
No. 20 calle San Martin.

November 17th, 1849.

Notice.

Henry Dowse respectfully informs his friends, and the public in general, that he has taken the yard or Corralon, situated in calle Belgrano, No. 184, two squares from the Plaza Monserrate, where he offers for sale the following articles viz.

American lumber—Russian do.—Brazilian beams Urunday do.—Shingles of various kinds for roofs—Patent felt for do—Palmas Correntinas—Coals &c.

N. B. Will take in deposit any kind of rough goods.

☞ School Books.

Just Received, Latest Editions.
AT
W. WHITE'S, No. 89½ Calle la Merced,
(formerly Cangallo.)

Morse's Geography, Mitchell's primary Geography, Worcester's first, second, and third books, Gradual Reader, Brown's first lines and institutes of English Grammar, Emerson's Arithmetic, first, second, and third parts, Sales's Spanish Grammar, Ollendorff's new method of learning to read, write and speak Spanish, the Boston Academy's Collection of Sacred Music, Mavor's Spelling Book.

N.B.—Any of the above may likewise be obtained at Mr. Greenwood's Store, No. 33, Paseo Julio.

For Sale.

A beautiful full-grown Tame Tigress, with iron cage. Apply at No. 298 Calle Representantes.

MRS. WOODLEY'S Grocery, Wine and Spirit, Store.
Calle de la Piedad.

Mrs. Woodley begs leave to return her most sincere thanks, in acknowledgement of the patronage she has already received from her friends and the British residents in this City, during the short period since her commencement of the above business; and, furthermore respectfully begs to solicit the attention of those who may feel disposed to administer their good offices in her behalf in future: assuring them, that there shall be nothing wanting on her part, to merit a continuance of their favours.

Mrs. W. with the conjoint assistance of her Son, who is duly authorised to superintend the Business; trusts, by unremitting attention and punctuality to the convenience of her customers and by keeping a good assortment of goods of the best quality that can be obtained and at equitable prices, she will give every satisfaction that can be required, and now respectfully submits the following list of Goods, for sale at the above Store.

Superior Black and Green Tea.
Ground Coffee, Best.
Crushed and Havana Sugar.
Port, Lisbon and Bordeaux Wines.
French Brandy (Martell's.)
A few Dozen Scotch Whiskey.
London Porter [Barclay's.]
Byass's Pale Ale.
Hollands Gin Superior Quality.
Pickles and Sauces Assorted.
Superfine Durham Mustard.
A few Cases left of Leman's Biscuits.
Raisins, Currants and Flour.
Fine Table Salt in 2 lb. Jars.

Besides a General assortment of Groceries &c. &c. of the best quality.

Wanted,

A man servant in an English family. He must bring good recommendations, and may apply at Calle del Perú, No. 13.

FOR FREIGHT OR CHARTER.
To any part of the world

The very superior A. 1. at Lloyd's and remarkably fast sailing British barque

Eléonore,

270 tons register,
N. Moulin, Commander.

Is in every respect a most desirable and superior conveyance for any party wanting a vessel of this class.

Please apply to the Consignees Messrs. De Lisle Brothers and Co., or to

John Higinbothom
Licensed Ship Broker
No. 30 calle Reconquista

December 7th, 1849.

GENERAL MANUFACTURING SADDLER.

Whip, Spur, Travelling Bag and Portmanteau Importer, No. 141 and 143 Calle Piedad.

The Subscriber in returning his sincere thanks to the public for the liberal support he has experienced, begs leave to state that he has received his summer assortment which he offers at the lowest remunerating prices. The stock consists of the choice of this market, and direct importations from England, embracing every article in the trade, from cart and plough harness to the most splendid turn out for the road, field or turf. In the harness department he can particularly recommend a few sets of double and single suits, in silver, brass, and covered mountings, with the requisite blacking to keep them in good condition. The Trade can be supplied with every article required, and will be treated liberally on wholesale principles.

Buenos Ayres, December 8, 1849.

DAVID SUFFERN.

DOCTOR SHERIDAN having resolved to spend the summer months in Barracas, offers his professional services to the inhabitants and those in the vicinity of that district. His house is near the extremity of the "Calle Larga," half a square from that part of the river known as the Puerto de la Atalaya.

Wanted,

A Housekeeper, who can produce good recommendations and will take upon herself the management of a household, will meet with a good situation and good wages, by applying at No. 173, Calle Santa Clara.

Daguerreotypes.

CALLE VICTORIA, No. 37.

The undersigned has the honour to inform his friends and the public that he still continues to take Daguerreotype likenesses at the above place in the latest and most improved system and of all sizes, with or without colours, and he begs leave to state that no pictures are delivered unless the persons interested are first perfectly satisfied with them.

WILLIAM WESTON.

Mrs. McGaw,

Respectfully informs her friends and the public that he has removed from Calle de Mayo No. 110 to Calle de Cuyo No. 97, where she can accommodate Gentlemen or families with board and lodging.

WANTED,

By a young man about 20 years of age, who has been for some years a shipping Clerk in Liverpool, a situation in a merchant's house or barraca; will go into the country if required. Good reference can be given.

A young man aged 30, lately arrived, possessing the English, Spanish and French languages, is desirous of a situation either in a commercial house, saladero or baracca, has a general knowledge of business. For references please apply at Calle de la Victoria, No. 97.

Tortoise Shell Combs.

Just received at the Stationer's shop, No. 46, Calle Santa Rosa, fronting the College Church, an assortment of Tortoise Shell Combs of different sizes and shapes. Prices low.

Chinchilla Skins,

A small quantity of superior quality has been received and is on sale at No. 14 Calle Maypu.

Lately Imported.

Old-Port Wine in quarter casks.
» Sherry do. do. do. and octaves.
Claret of superior quality in cases.
Nierstein do. do.
Gersenheim do. do.
Marcobrunn do. do.
Zettingen do. do.
Sparkling Moselle do.
Extract of Absynthe do.
Kirchwasser do.
Champagne do.
Holland Gin, superior, in pipes.
Cognac Brandy do. in casks.
and a small lot of Ale and Porter on board.

For Sale at Samuel Hesse's,
No. 56, Calle San Martin,
Opposite the National Bank.

Buenos Ayres, Nov. 30, 1849.

Dr. Donovan

Has removed to Calle Reconquista, No. 43, opposite Mr. Cranwell's.

Just Received,

At Messrs. Knox & Purvis, No. 63, Calle San Francisco, an assortment of elegant headstalls and reins, martingales, saddles, steel bits and stirrups, hunting whips, lashes and switches, and a few neat dram flashes, wicker and leather bound, at moderate prices.

N. B.—Saddles and harness of all descriptions made and repaired.

For Liverpool,

The well known British schooner

Minalto.

194 tons burthen,
Charles Neuman, Commander,

A. 1. at Lloyd's for 12 years, is a regular trader, and having always made quick passages in a desirable conveyance. Has a considerable portion of her cargo engaged and will meet with quick despatch. Shippers ought to take advantage of this excellent opportunity.

Please apply to the Consignee George Dowse, No. 19, Calle Reconquista, or to

John Higginbothom,
No. 20, Calle de San Martin.

We take the liberty to thank the public for their kind patronage since we took the establishment of Mr. John Scherer and beg to inform it at the same time that we always continue the Table d'Hote on Sundays at $10 a cover, but that we have changed the dinner hour to 4 o'clock instead of 3 o'clock on account of the heat.

Buenos Ayres 22d December 1849.

Binnington & Co.

EXPORTS.

FEATHERS—Duty, 4 per cent.				
Ostrich, long black——lb—	6½	á	7	6
» white ——do—	—	á	—	3
HAIR.—Duty, 4 per cent.				
Horse, short ——arroba	35	á	36	6
» mixed——do—	40	á	48	6
» long 18 to 24 inches do—	90	á	100	6
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal——	—	á	25	8
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	45	á	48	6
Matadero, country, 25 to 30 lbs. av.	42	á	46	6
For Spain, per 35 lbs——	39	á	40	6
» North America, per do——	38	á	39	6
Of all stake ——per do——	36	á	42	6
Salted ox, 60 lbs. av, per 60 lbs.	35	á	36	2
Do. » 63 lbs. and above do.	40	á	42	2
» cow 45 to 48 lbs. average do.	—	á	35	2
» » 50 lbs. and above do.	—	á	35	2
Horse, salted, each ——	14	á	15	2
» dry ——do——	10	á	11	8
HORNS—Duty, 4 per cent.				
Ox——thousand	700	á	800	2
Cow——do—	—	á	200	8
JERKED Beef—Duty, 4 p. ct. qql.	—	á	—	
SKINS—Duty, calf 1 dol. each slunk calf ½ dol. all others 4 p.ct.				4
Calf, 3 to 12 lbs. wt., per 35 lbs.	48	á	55	2
Chinchilla, per dozen——				3
Goat——per do——	—	á	—	
Nutria ——per lb——	—	á	6	8
Sheep, washed, fine and ordinary ——dozen	31	á	33	5
Do. dirty——do—	24	á	30	7
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw ——arroba	17	á	18	4
Do. melted, 1st class, do.	27	á	28	4
Do. pure, 2nd class, do.	22	á	23	4
Grease and tallow ——do.	20	á	22	4
TONGUES, salted, dozen——	8	á	10	
WOOL.—Duty free.				
Ordinary, washed ——arroba	24	á	32	7
Do. dirty ——do—	10	á	12	7
Mestiza, washed ——do—	30	á	35	7
Do. dirty ——do—	15	á	20	7
Fine, washed——do—	40	á	60	7
» dirty ——do—	25	á	35	7
Cordova, washed——	—	á	22	re.sil.6
Do. dirty ——				3

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BRANDY, Mendoza and San Juan ——per barrel (silver)	—	á	10	
FRUIT.				
Apples, and pears dried arroba	—	á	25	
Figs » Mendoza——do—	—	á	10	
Peaches » with the stones do—	15	á	16	
Do. » without——do—	22	á	24	
Raisins, Mendoza——do—	20	á	24	
Walnuts——do—	32	á	34	
SOLE Leather.				
Corrientes, each, [silver]——	2 4	á	2 6	
Paraguay——(do do)——	—	á	—	8
Tucuman, ox, each ——do—	—	á	3 4	
Do. cow » ——do—	—	á	2	
TOBACCO—Duty, 12 per cent.				
Paraguay ——	38	á	40	9
YERBA, Paraguay, superior —	70	á	75	8

MONEY MARKET.

EXCHANGE, England, in currency, á 3½. per dol.
Do. do. in specie exceedingly unsettled, nominally 68s. per oz.
Do. France, do. do. 87 á 88 fs. per oz.
" Montevideo, at par
" Rio Janeiro, do. do.
" United States á 5 per cent. discount.
The highest rate of Exchange upon England during the week, 68s. per ounce.
The lowest, 68s. per do. } so far as reported.
STOCK—Six per cent........ at par.
" Four per cent...... in proportion.
BULLION—Spanish doubloons.... — á 260
" Patriot doubloons .... 258½ á 259
" Do. Dollars...... 16¼ á 16½
" Spanish do. & Patacones 16½ á 16¾
" Plata Macuquina..... 14¼ á 14½
The highest price of Spanish doubloons during the week 266
The lowest 259
The highest price of Patriot doubloons during the week 265
The lowest 256½.
Permits for shipping specie, prem. per cent. nominally, no demand ½ — á 1

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	65 to 70s. p 2240 lbs.	30s. p. 2240 lbs.	In box. 30s. / In pipes 30s. á 35s. } per 2240 lbs.	Wool 25s. Hair 30s.	nominal.
France......	70 fs. per 900 k.	40 f. per 1000 k.	45 fs. p. 1000 k.	50 p. 42 cubic ft.	nominal.
Continent....	£4. per 2240 lbs.	30s. per 2240 lbs.	........none........	37s 6d á 40s. p. 400	
Spain........	$24 per 2000 lbs.		........none........		
United States	$10 per 2000 lbs.	$5 per 2000 lb.	.... none	$1½ per 40 feet.	
Rio Janeiro..	......none......	......none......	........none........	...... none......	2 rls. p. 100 nominal
Havana	......none......	......none......	........none........	...... none......	6 to 7rs. p. 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.